

February 12, 2015

From: The Shared Solution Coalition

To: Mayor Willard S. Cragun, Roy

RE: Shared Solution Alternative Land Use Scenario

Background

For the last six months, UDOT, the Shared Solution Coalition and local communities have been collaboratively developing the Shared Solution alternative as part of the West Davis Corridor (WDC) study. This alternative is fundamentally different from all previously studied WDC alternatives because it proposes both transportation investments and a modified land use scenario in anticipation of future growth in West Davis and Weber counties.

The Shared Solution is an effort to realize the vision and principles of the Wasatch Choice for 2040 (WC2040). WC2040 is a publically vetted, proactive approach to growth on the Wasatch Front. While growth can be an opportunity, it also poses great challenges. Fortunately the WC2040 provides an actionable, nationally-recognized strategy to maintain our quality of life as we grow. The Wasatch Choice for 2040 prioritizes nine growth principles, including:

- Building and maintaining efficient infrastructure;
- Creating regional mobility through transportation choices;
- Developing healthy, safe communities;
- Providing housing choices for all ages and stages of life;
- Promoting a sense of community in our cities and towns.

To enact these principles, WC2040 encourages communities to:

- Focus growth in economic centers and along major transportation corridors;
- Create mixed-use centers;
- Target growth around transit stations;
- Encourage infill and redevelopment to revitalize declining parts of town; and
- Preserve working farms, recreational areas, and critical lands.

The Shared Solution alternative proposes implementing these principles and strategies in Davis and Weber Counties through a collaborative, integrated approach to transportation improvements and land use development.

The Shared Solution Alternative

The West Davis Corridor Study is rooted in concerns about automobile congestion and delay in West Davis/Weber Counties in 2040. Like all other Study alternatives, the Shared Solution was modelled for its ability to reduce this anticipated automobile congestion and delay. In December 2014, the Shared Solution passed this Level 1 Screening, including significantly reduced congestion on east-west roadways. Passing Level 1 screening advanced the Shared Solution to Level 2 screening, where it will be evaluated for its impacts to the built and natural environments.

The success of the Shared Solution's transportation system depends on a proactive growth strategy. Again, learning from WC2040, the Shared Solution centers growth along major transportation

corridors, and brings better jobs/housing balance to Davis County, provides housing choices served by transit, and keeps open and agricultural lands for future generations. This land use vision was developed in collaboration with West Davis/Weber cities in a UDOT led workshop on September 4, 2014. In addition, this land use scenario, and corresponding employment and household distribution, was reviewed by the Wasatch Front Regional Council and deemed reasonable.

The Shared Solution's land use scenario envisions a variety of development types focused on major intersections and roadways. A number of arterials are transformed into boulevards, improving the functional and aesthetic quality of the road while maintaining existing Right-of-Way; building compact, mixed-use activity centers with a mix of jobs and housing at boulevard nodes; making transit a convenient, affordable choice; and improving safety for people choosing to walk or bike for transportation or recreation. In many cases, the Shared Solution reflects the visions of local communities. Many boulevards and activity centers are already planned town centers or redevelopment areas. The Shared Solution simply offers a regionally connected vision for local cities, supporting land use visions with transportation investments and recommending place making strategies like form-based code and aesthetic improvements.

While generally consistent with local plans, the Shared Solution does include some modification to existing municipal general plans in West Davis and Weber Counties. The Shared Solution Coalition is therefore asking all cities to review the Shared Solution land use scenario. We are asking cities to answer the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.

Thank you for your consideration.

Sincerely,



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West Davis Corridor (WDC) EIS
Shared Solution Alternative (SSA) Data Packet for Roy

February 18, 2015

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Attachment 1

SSA Map – updated 1/15/2015

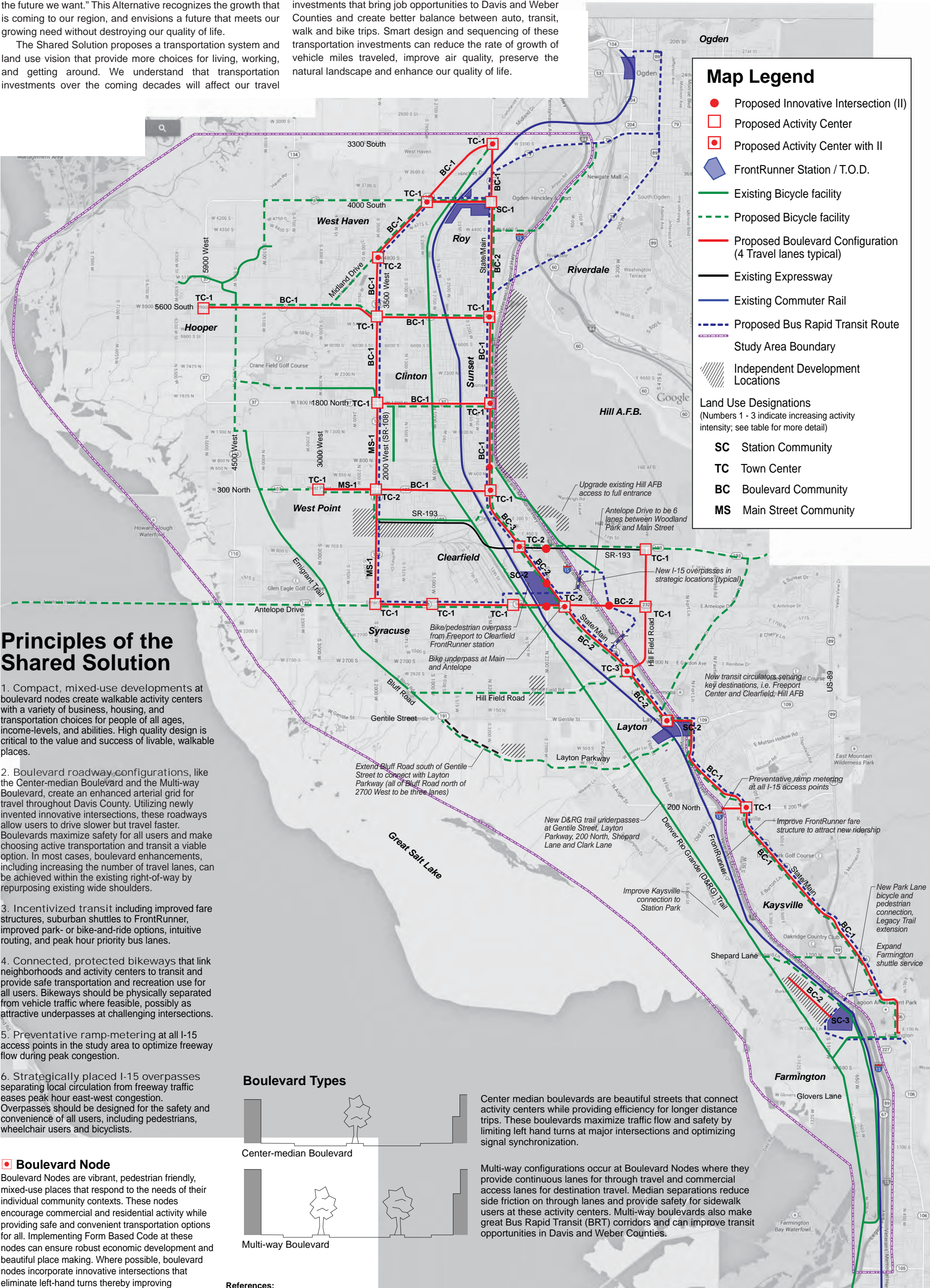
The Shared Solution Alternative

A Proposal for Livability and Mobility in West Davis and Weber Counties

The Shared Solution Alternative to the West Davis Freeway grows out of the Wasatch Choice for 2040, “a vision for building the future we want.” This Alternative recognizes the growth that is coming to our region, and envisions a future that meets our growing need without destroying our quality of life.

The Shared Solution proposes a transportation system and land use vision that provide more choices for living, working, and getting around. We understand that transportation investments over the coming decades will affect our travel

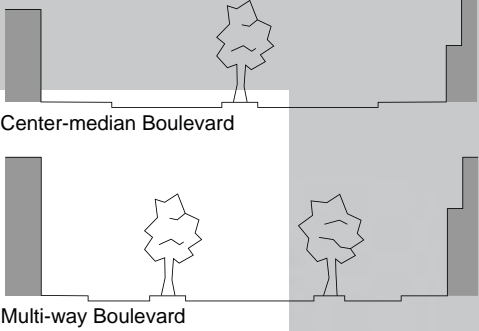
needs as well as how our cities and towns grow and change. This Alternative therefore proposes transportation investments that bring job opportunities to Davis and Weber Counties and create better balance between auto, transit, walk and bike trips. Smart design and sequencing of these transportation investments can reduce the rate of growth of vehicle miles traveled, improve air quality, preserve the natural landscape and enhance our quality of life.



Principles of the Shared Solution

1. Compact, mixed-use developments at boulevard nodes create walkable activity centers with a variety of business, housing, and transportation choices for people of all ages, income-levels, and abilities. High quality design is critical to the value and success of livable, walkable places.
2. Boulevard roadway configurations, like the Center-median Boulevard and the Multi-way Boulevard, create an enhanced arterial grid for travel throughout Davis County. Utilizing newly invented innovative intersections, these roadways allow users to drive slower but travel faster. Boulevards maximize safety for all users and make choosing active transportation and transit a viable option. In most cases, boulevard enhancements, including increasing the number of travel lanes, can be achieved within the existing right-of-way by repurposing existing wide shoulders.
3. Incentivized transit including improved fare structures, suburban shuttles to FrontRunner, improved park- or bike-and-ride options, intuitive routing, and peak hour priority bus lanes.
4. Connected, protected bikeways that link neighborhoods and activity centers to transit and provide safe transportation and recreation use for all users. Bikeways should be physically separated from vehicle traffic where feasible, possibly as attractive underpasses at challenging intersections.
5. Preventative ramp-metering at all I-15 access points in the study area to optimize freeway flow during peak congestion.
6. Strategically placed I-15 overpasses separating local circulation from freeway traffic eases peak hour east-west congestion. Overpasses should be designed for the safety and convenience of all users, including pedestrians, wheelchair users and bicyclists.

Boulevard Types



Center median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. These boulevards maximize traffic flow and safety by limiting left hand turns at major intersections and optimizing signal synchronization.

Multi-way configurations occur at Boulevard Nodes where they provide continuous lanes for through travel and commercial access lanes for destination travel. Median separations reduce side friction on through lanes and provide safety for sidewalk users at these activity centers. Multi-way boulevards also make great Bus Rapid Transit (BRT) corridors and can improve transit opportunities in Davis and Weber Counties.

■ Boulevard Node

Boulevard Nodes are vibrant, pedestrian friendly, mixed-use places that respond to the needs of their individual community contexts. These nodes encourage commercial and residential activity while providing safe and convenient transportation options for all. Implementing Form Based Code at these nodes can ensure robust economic development and beautiful place making. Where possible, boulevard nodes incorporate innovative intersections that eliminate left-hand turns thereby improving intersection efficiency. Where possible, Boulevard roadways at the Nodes will become Multi-way Boulevards with separated commercial access lanes.

References:
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
Institute of Transportation Engineers Guide, 2010
Wasatch Choice for 2040

Attachment 2

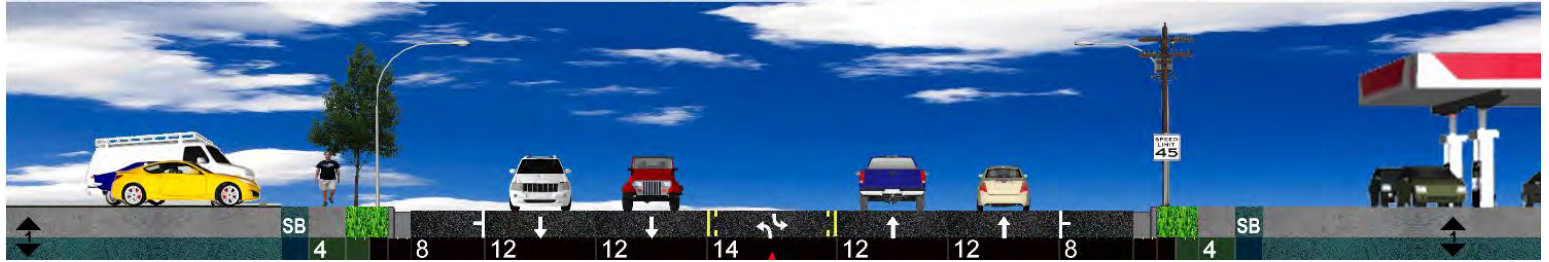
Sample SSA Boulevard Typical Sections and Innovative Intersections Information

Sample Boulevard Roadway Sections

Typical Existing Arterial Conditions

Current Width: 100' (100' ROW)

Curb to Curb: 83'



Center median roadway design near existing residential uses

Current Width: 100' (100' ROW)

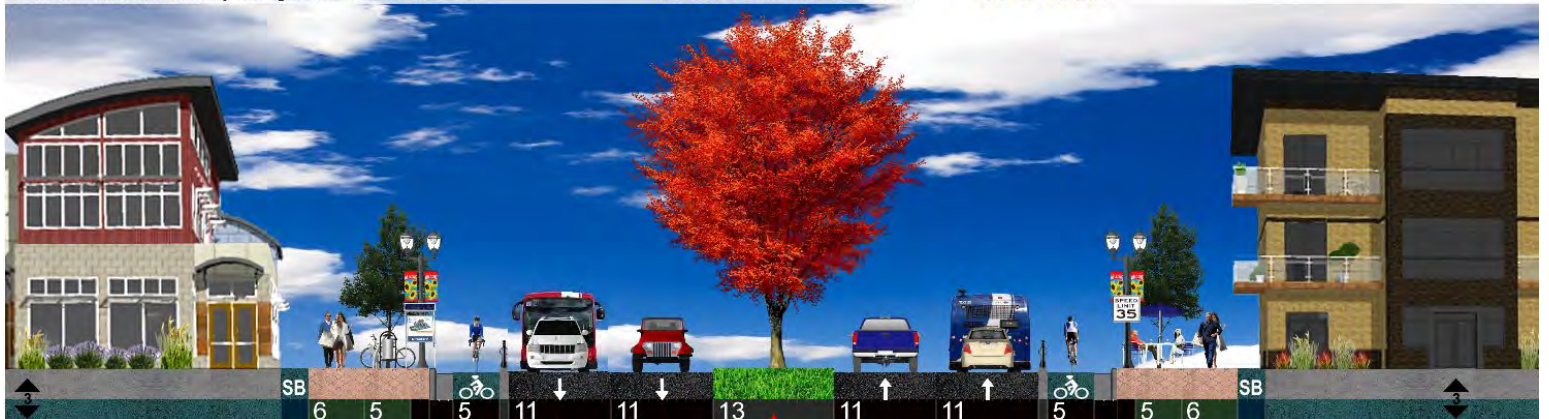
Curb to Curb: 78'



Center median roadway design with new mixed-uses

Current Width: 100' (100' ROW)

Curb to Curb: 74'



Multi-Way Boulevard within activity centers (nodes)

Current Width: 136' (136' ROW)

Curb to Curb: 61'

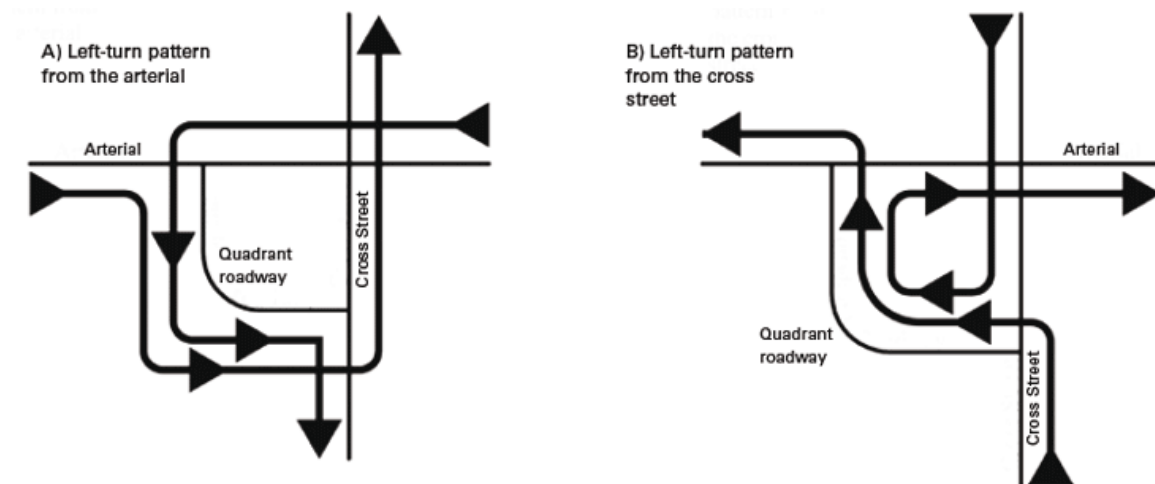


Boulevards can often be designed without additional right of way. Speed limits at nodes would be slower, but travel time will often be faster due to less congestion. Sometimes land uses will redevelop, but often they will stay the same – especially near established single-family neighborhoods. Where practical and desirable, right-of-way could expand to include on-street parking and better protection of bikes and pedestrians from traffic. Shoulders can often be used by buses at peak hours.

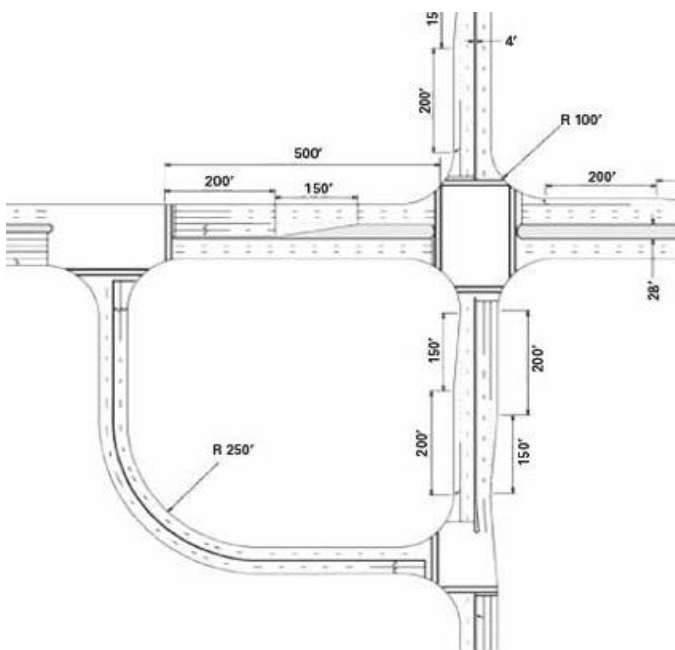
*Roadway typical sections have not been approved by UDOT. Lighting, landscaping, and utility improvements are typically funded and maintained by the local communities.

Quadrant Intersections

- Re-routes left turn movements away from main intersection to two smaller intersections.
- Allows a two-phase signal at the main intersection.
- Minimum spacing of 500' between the main intersection and the smaller intersections.
- Two quadrants may be needed for busier intersections.

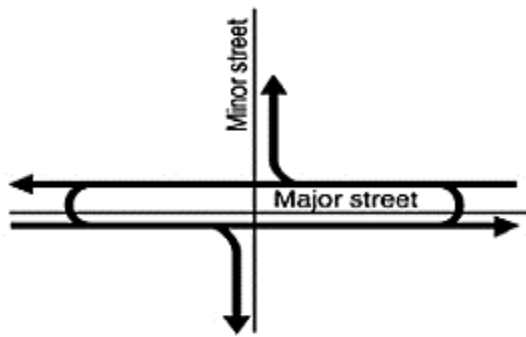


Example of Quadrant Intersection

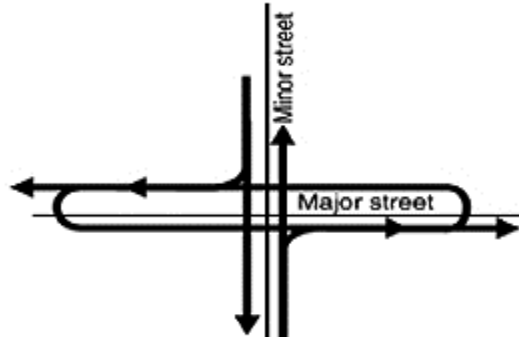


Thru-Turn Intersections (similar concepts to bowties or ellipses)

- Re-routes left turn movements away from main intersection to two U-Turns
- Allows a two-phase signal at the main intersection. All left turns occur at U-Turn areas.
- Minimum spacing of 560' between the main intersection and the U-Turn areas.
- U-Turns may be needed on all four legs if both roads at the intersection are major arterials.

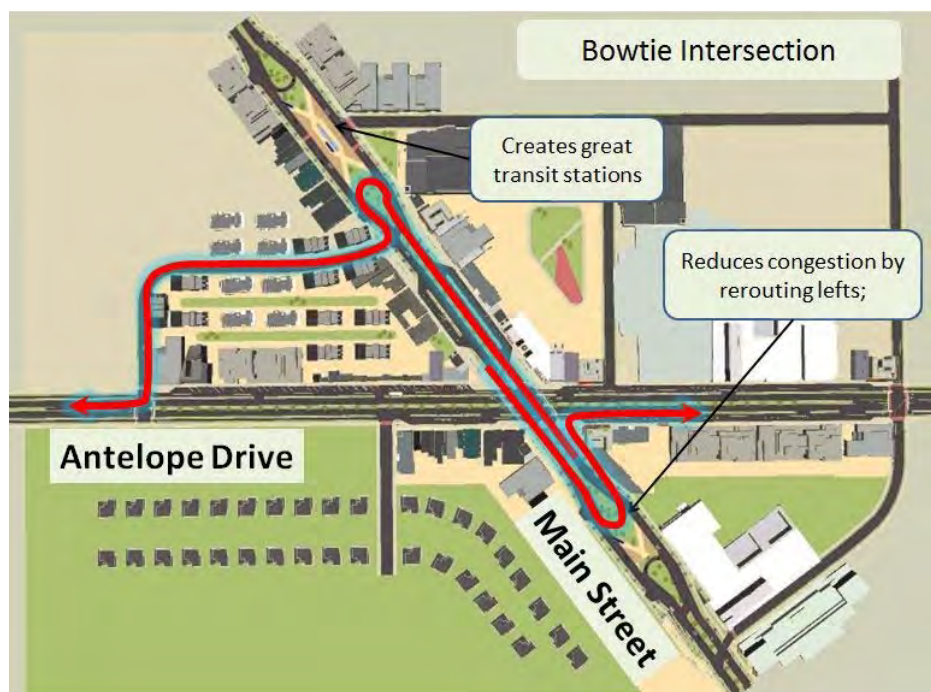
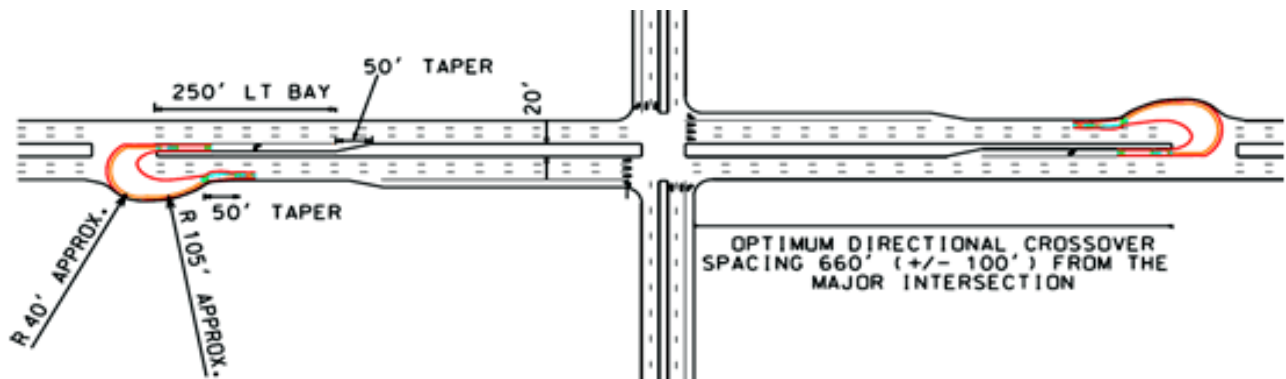


Major street movements



Minor street movements

Example of Thru-Turn Intersection



Attachment 3

Preliminary Level 1 Screening Results for SSA (December 2014)

Preliminary Level 1 Screening Results for the Shared Solution Alternative (12/12/14)
West Davis Corridor EIS

Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Traveled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Traveled (VHT) with PM Period V/C >= 0.9
NO ACTION	10,760	43.5	26.9	245,500	9,490
MEAN	8,950	31.4	23.2	177,700	7,160
TOP QUARTILE	8,060	17.9	20.2	97,400	5,340

Alt.	Facility Type	Description					
SS	Shared Solution	The Shared Solution Alternative*	8,750	18.4	10.5	68,800	3,760

*The Shared Solution Alternative includes the following assumptions that still need to be verified:

- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.

Attachment 4

SSA Land Use Modeling Assumptions and Methodology Memo

Shared Solution Alternative

Land Use Modeling Assumptions and Methodology

January 14, 2015



This is a summary of the assumptions and methodology used in developing the land use data inputs to the WFRC travel model for analyzing the Shared Solution Alternative. These have been collaboratively developed through multiple meetings with the Shared Solution Coalition and the WDC study team. It is important to realize that the resulting data is simply an estimate of what land use might look like if the mixed use principles espoused by the Shared Solution Alternative are implemented by local governments. The details of which parcels will redevelop and the density to which they will redevelop are all best guesses. Reality will obviously vary.

1. Modeling Constraints

- a. Residential and commercial categories will remain consistent with county-wide control totals (i.e. land use growth can be moved throughout the county, but not added or subtracted from the total)
- b. The resulting study area trip generation in the WFRC travel model will be approximately equal to that of the other West Davis Corridor alternatives

2. Redevelopment Parcel Identification

- a. Based on mixed use developments in other areas, it was assumed that:
 - i. boulevards and Main Street communities would have a total width of 500 feet (250 feet on either side of the roadway centerline)
 - ii. town centers would comprise a square $\frac{1}{4}$ mile in length on each side (centered on the key intersection)
 - iii. redevelopment would occur within a 750 foot radius of key transit stops in Layton (assumed to be town centers)
- b. Parcels were selected for potential redevelopment using ET+ data based on the following criteria:
 - i. agricultural and vacant land uses
 - ii. retail land uses with structures built prior to 2009
 - iii. office and industrial land uses with structures built prior to 1989
 - iv. single family land uses with a lot size greater than 1 acre and mobile home land uses
- c. Parcels were generally clipped at the boulevard or town center boundary; however, there were locations along SR-126 and in Layton around I-15 where the entire parcel was selected
- d. Approximately $\frac{1}{2}$ of the parcels within the buffer areas (1,780 acres out of 3,653 acres) were selected as candidates for redevelopment

3. Redevelopment Mixed Use and Density Estimation

- a. Boulevard and town center locations and intensities were based on city inputs from the Shared Solution land use workshop
- b. The range of floor area ratios (FAR) and residential densities from the Wasatch Choices for 2040 was used as a starting point
- c. The boulevard and town center development types were further subdivided such that development intensity generally increased from west to east (i.e. the closer to I-15 the higher the density)
- d. To improve the jobs / housing balance in the study area approximately 11,000 additional jobs were moved into the study area and about 1,500 houses were moved out

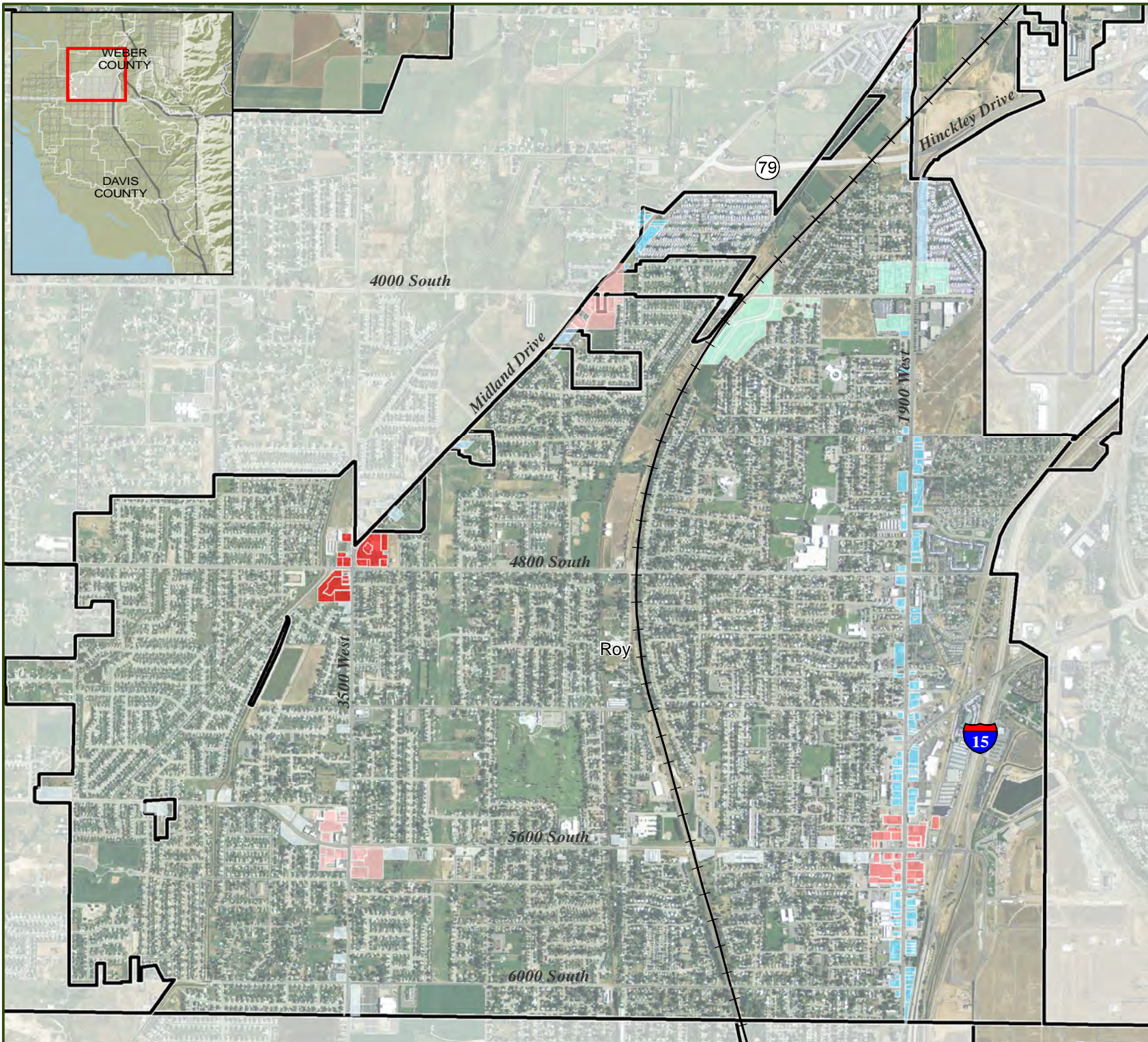
- e. It was assumed that 1/3 of the household growth and 80% of the employment growth in the study area would take place within the mixed use development / redevelopment areas
- f. Household and employment growth were distributed among the various boulevards, town centers, etc. based on the target FAR for each development type (average household size and household income were also estimated for each development type, which, on average, were each assumed to be less than the original overall study area average)
- g. Travel model TAZs were split to match the mixed use development / redevelopment areas and the household and employment growth were distributed among the TAZs based on the proportion of each development type within each TAZ (adjustments were made to account for existing land uses that would be redeveloped)

4. Adjustments to Non-Redevelopment Areas

- a. Growth outside of the mixed use development / redevelopment zones, but inside the study area was distributed through those zones based on the original 2009 to 2040 growth assumptions and an adjustment factor that placed more growth on the east side of the study area than on the west side
- b. Outside of the study area, land use adjustments were made to account for households that were moved out of the study area and jobs that were moved into the study area
 - i. new households were assumed to be added to Ogden and south Davis County so as to be closer to employment centers
 - ii. employment growth was taken most heavily from the fringes of Weber and Davis Counties and less heavily from the more urbanized areas

Attachment 5

Map of Proposed Shared Solution Redevelopment Areas in Roy (Figure 1)



WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

— FrontRunner

Station Communities*

- SC-1B | 14 Units
- SC-2C | 29 Units
- SC-3B | 35 Units

Town Centers*

- TC-1A | 8 Units
- TC-1B | 11 Units
- TC-1C | 14 Units
- TC-2A | 16 Units
- TC-2B | 18 Units
- TC-2C | 21 Units
- TC-3B | 26 Units
- TC-3C | 28 Units

Boulevard Communities*

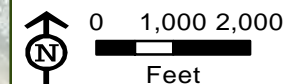
- BC-1A | 6 Units
- BC-1B | 8 Units
- BC-1C | 9 Units
- BC-2B | 12 Units
- BC-2C | 14 Units
- BC-3B | 15 Units

Main Street*

- MS-1A | 8 Units

□ City Boundary

* Units are households per acre of residential land use.

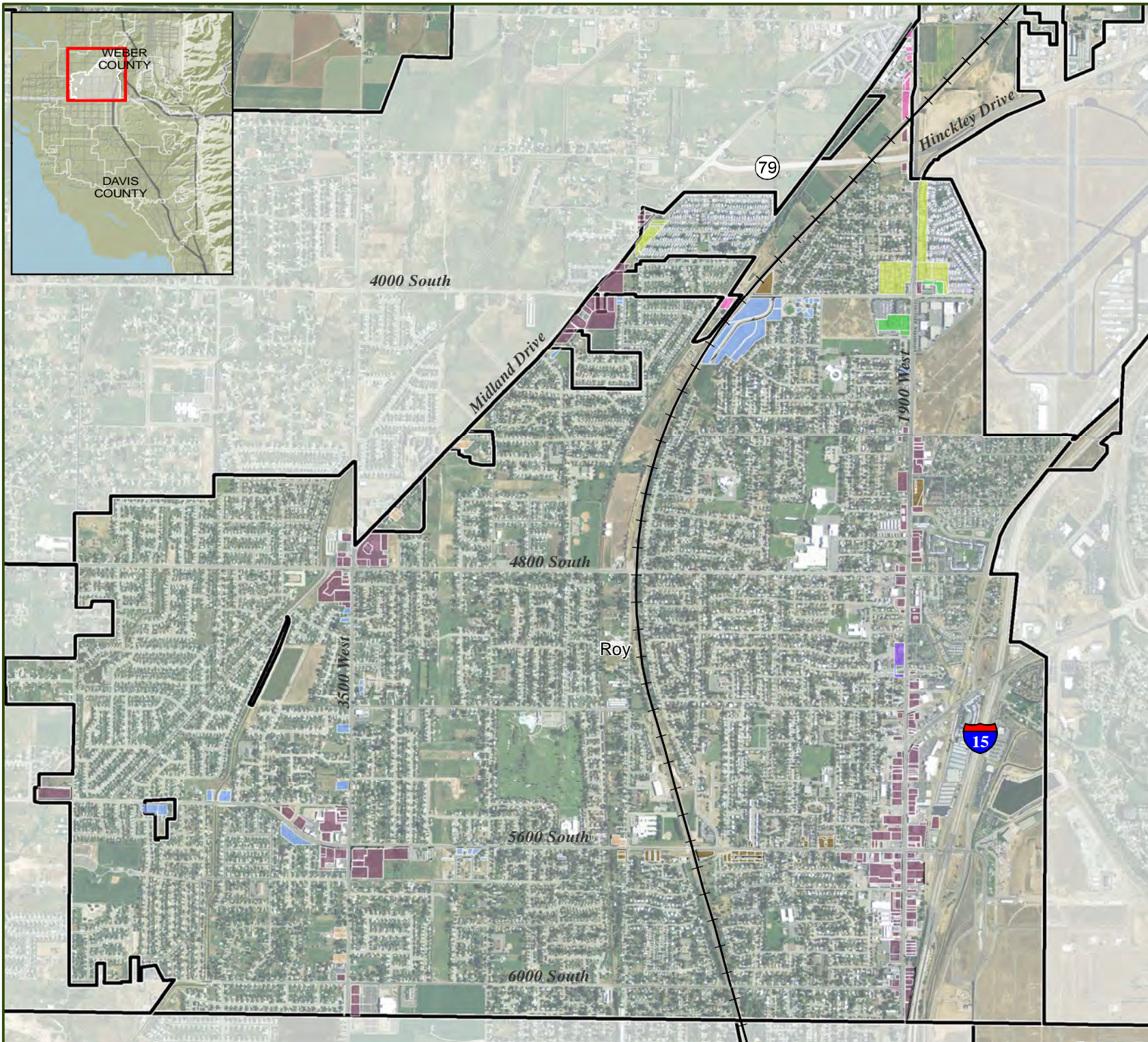


**Proposed Shared
Solution Redevelopment
Areas – Roy**

Figure 1

Attachment 6

Map of Roy Planned Land Uses for Proposed Redevelopment Areas (Figure 2)

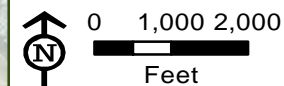


WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

- FrontRunner
- City Planned Land Use**
 - Business Park
 - Churches
 - Commercial
 - Government
 - Industrial
 - Utility
 - Residential – Very High Density
 - Residential – High Density
 - Residential – Medium Density
 - Residential – Low Density
 - Unclassified
 - City Boundary



**Planned Land Use
Roy**

Figure 2

Attachment 7

Comparison Table for Proposed Shared Solution Land Use and Roy Planned Land Use

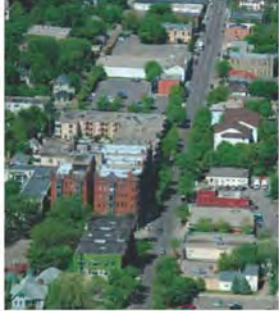

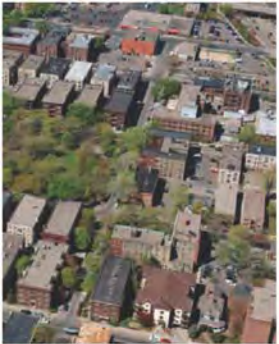

Roy

Shared Solution Alternative Proposed Land Use	Roy Future Land Use	Acres		Residential Data					Commercial Data				Floor Area Ratio (FAR)	Number of Floors
				Residential Percentage	Residential Acreage	Households per Acre of Residential Land Use	Shared Solution Proposed Households		Commercial Percentage	Commercial Acreage	Shared Solution Proposed Retail Employment	Shared Solution Proposed Office Employment		
BC-1A	Commercial	13.3		71%	9.4	6	57		29%	3.9	36	44	0.23	1
	High Density Residential	0.1		71%	0.1	6	0		29%	0.0	0	0	0.23	1
	Industrial	0.8		71%	0.6	6	4		29%	0.2	2	3	0.23	1
	Low Density Residential	3.2		71%	2.3	6	14		29%	0.9	9	11	0.23	1
	Medium Density Residential	11.1		71%	7.9	6	47		29%	3.2	30	37	0.23	1
	Unclassified	2.3		71%	1.6	6	10		29%	0.7	6	8	0.23	1
	Utility	0.1		71%	0.1	6	1		29%	0.0	0	0	0.23	1
	Very High Density Residential	8.2		71%	5.8	6	35		29%	2.4	22	27	0.23	1
Total		39.2			27.8		167			11.4	106	129		
BC-1B	Commercial	2.9		69%	2.0	8	16		31%	0.9	10	14	0.3	1.2
	High Density Residential	6.5		69%	4.5	8	36		31%	2.0	23	32	0.3	1.2
	Industrial	3.3		69%	2.3	8	18		31%	1.0	12	16	0.3	1.2
	Low Density Residential	1.8		69%	1.2	8	10		31%	0.5	6	9	0.3	1.2
	Medium Density Residential	0.4		69%	0.3	8	2		31%	0.1	1	2	0.3	1.2
	Unclassified	0.6		69%	0.4	8	3		31%	0.2	2	3	0.3	1.2
Total		15.4			10.6		85			4.8	55	75		
BC-1C	Business Park	0.4		66%	0.3	9	2		34%	0.1	2	3	0.36	1.4
	Commercial	42.7		66%	28.2	9	254		34%	14.5	197	286	0.36	1.4
	Government	2.3		66%	1.5	9	14		34%	0.8	11	16	0.36	1.4
	High Density Residential	3.4		66%	2.3	9	20		34%	1.2	16	23	0.36	1.4
	Medium Density Residential	0.3		66%	0.2	9	2		34%	0.1	1	2	0.36	1.4
	Unclassified	2.2		66%	1.4	9	13		34%	0.7	10	15	0.36	1.4
	Very High Density Residential	2.5		66%	1.7	9	15		34%	0.9	12	17	0.36	1.4
Total		53.9			35.6		320			18.3	248	361		
SC-1B	Business Park	5.4		62%	3.4	14	47		38%	2.1	23	86	0.5	2
	Commercial	0.5		62%	0.3	14	5		38%	0.2	2	8	0.5	2
	High Density Residential	13.6		62%	8.4	14	118		38%	5.2	57	215	0.5	2
	Medium Density Residential	20.3		62%	12.6	14	176		38%	7.7	85	321	0.5	2
	Unclassified	3.2		62%	2.0	14	28		38%	1.2	14	51	0.5	2
	Very High Density Residential	2.1		62%	1.3	14	18		38%	0.8	9	33	0.5	2
Total		45.2			28.0		392			17.2	190	714		
TC-1B	Commercial	30.5		53%	16.2	11	178		47%	14.4	174	394	0.4	1.7
	Industrial	0.5		53%	0.3	11	3		47%	0.3	3	7	0.4	1.7
	Medium Density Residential	0.4		53%	0.2	11	2		47%	0.2	2	5	0.4	1.7
	Unclassified	1.5		53%	0.8	11	9		47%	0.7	8	19	0.4	1.7
Total		33.0			17.5		192			15.5	188	425		
TC-1C	Commercial	19.9		51%	10.2	14	142		49%	9.8	134	359	0.5	2
	Unclassified	0.6		51%	0.3	14	4		49%	0.3	4	10	0.5	2
Total		20.5			10.5		146			10.0	137	369		
TC-2A	Commercial	16.7		51%	8.5	16	136		49%	8.2	142	336	0.59	2.3
	Unclassified	0.2		51%	0.1	16	1		49%	0.1	2	4	0.59	2.3
Total		16.9			8.6		138			8.3	143	339		
Total for all categories		223.9		62%	138.5	10	1,440		38%	85.4	1,067	2,413		

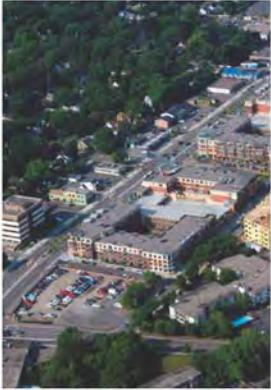



Attachment 8

Shared Solution Land Use Designations Reference Tables

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (average)	Households per Acre of Residential Land Use	Average Number of Building Floors
TC	Town Center  	<i>Town centers provide localized services of tens of thousands of people within a two to three mile radius. One- to three- story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.</i>		
TC-1A	Low Density	0.31	8 units/acre	1.7
TC-1B		0.40	11 units/acre	1.7
TC-1C		0.36	14 units/acre	2.0
TC-2A	Medium Density	0.59	16 units/acre	2.3
TC-2B		0.67	18 units/acre	2.6
TC-2C		0.76	21 units/acre	2.9
TC-3B	High Density	0.95	26 units/acre	3.4
TC-3C		1.04	28 units/acre	3.7
SC	Station Community  	<i>Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations. Each helps pedestrians and bicyclists access transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and may include a variety of shops and services.</i>		
SC-1B	Low Density	0.50	14 units/acre	2.0
SC-2C	Medium Density	1.05	29 units/acre	3.3
SC-3B	High Density	1.30	35 units/acre	4.5

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Households per Acre of Residential Land Use	Average Number of Building Floors
BC	Boulevard Community  	<i>A Boulevard Community is a linear center couple with a transit route. Unlike a Main Street, a Boulevard Community may not necessary have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flows are maintained.</i>		
BC-1A	Low Density	0.23	6 units/acre	1.0
BC-1B		0.30	8 units/acre	1.2
BC-1C		0.36	9 units/acre	1.4
BC-2B	Medium Density	0.45	12 units/acre	1.8
BC-2C		0.53	14 units/acre	1.9
BC-3B	High Density	0.54	15 units/acre	2.0
MS	Main Street Community  	<i>Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit.</i>		
MS-1A	Low Density	0.32	8 units/acre	1.2

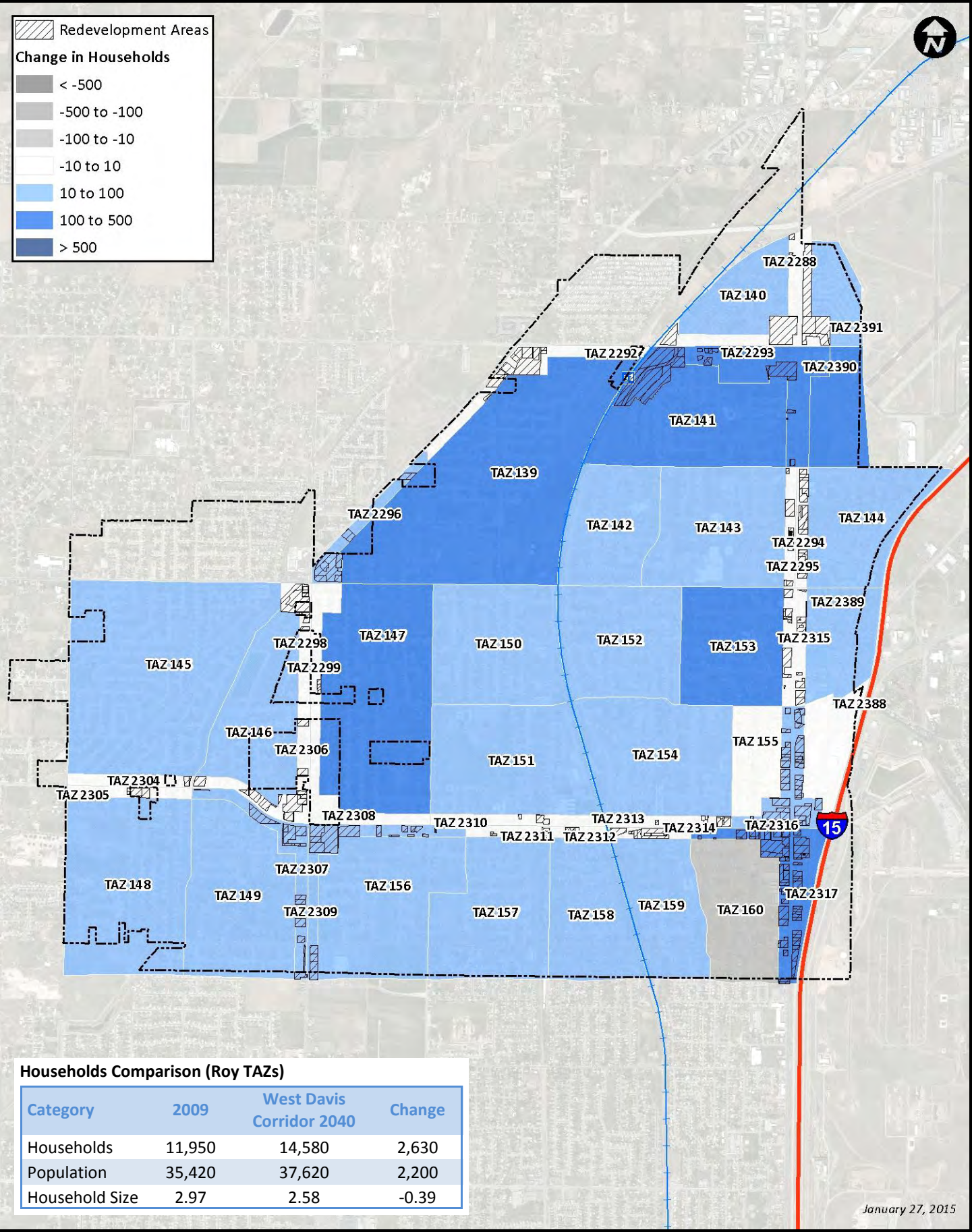
Reference Table for Shared Solution Alternative Land Use Designations

Development Type Name	Floor Area Ratios	Average Number of Floors	Residential vs. Commercial Ratio		Retail vs. Office Ratio		Households per Acre of Residential Land Use	Households & Employment per Gross Acre		
			Residential	Commercial	Retail	Office	Household	Household	Retail Employment	Office Employment
BC-1a	0.23	1.0	71%	29%	60%	40%	6	4.2	2.7	3.3
BC-1b	0.30	1.2	69%	31%	58%	42%	8	5.3	3.6	4.9
BC-1c	0.36	1.4	66%	34%	56%	44%	9	6.1	4.6	6.7
BC-2b	0.45	1.8	64%	36%	56%	44%	12	7.8	6.1	8.9
BC-2c	0.53	1.9	61%	39%	54%	46%	14	8.8	7.5	11.8
BC-3b	0.54	2.0	59%	41%	53%	47%	15	8.7	7.9	13.0
TC-1a	0.31	1.7	55%	45%	48%	52%	8	4.4	4.5	9.0
TC-1b	0.40	1.7	53%	47%	45%	55%	11	5.8	5.7	12.9
TC-1c	0.50	2.0	51%	49%	41%	59%	14	6.9	6.7	18.0
TC-2a	0.59	2.3	51%	49%	44%	56%	16	8.2	8.5	20.1
TC-2b	0.67	2.6	49%	51%	40%	60%	18	8.9	9.2	25.5
TC-2c	0.76	2.9	48%	52%	38%	62%	21	9.9	10.1	30.5
TC-3b	0.95	3.4	47%	53%	44%	56%	26	12.2	14.8	35.1
TC-3c	1.04	3.7	46%	54%	75%	25%	28	13.0	28.2	17.5
SC-1b	0.50	2.0	62%	38%	33%	67%	14	8.4	4.2	15.8
SC-2c	1.05	3.3	58%	42%	28%	72%	29	16.6	8.3	39.5
SC-3b	1.30	4.5	57%	43%	26%	74%	35	20.2	9.7	51.5
MS-1a	0.32	1.2	50%	50%	48%	52%	8	3.9	5.1	10.4

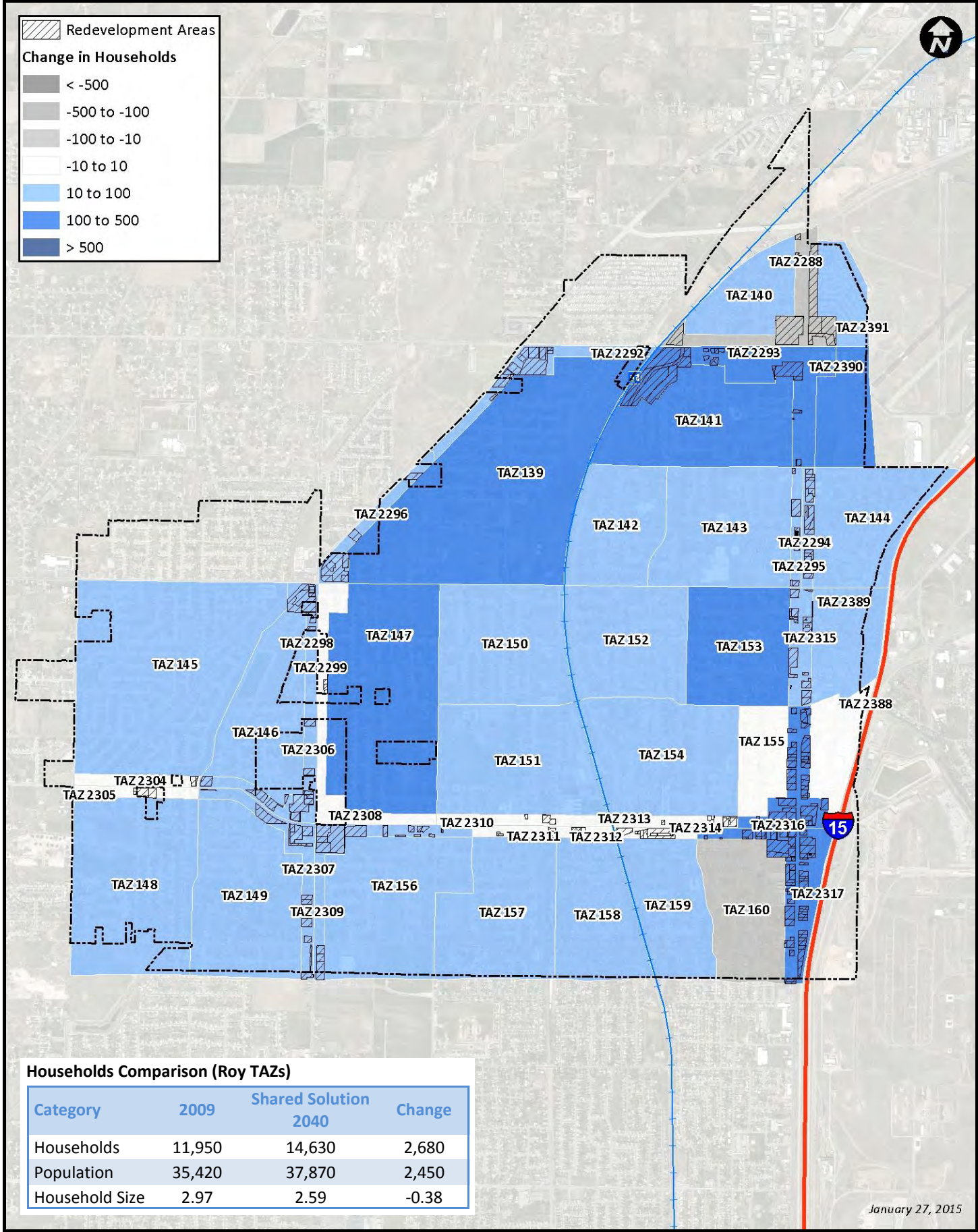
Attachment 9

Comparison Maps for Households in 2009 with 2040 WDC and 2009 with 2040 SSA in Roy

Roy Change in Households
(2009 to West Davis Corridor 2040)



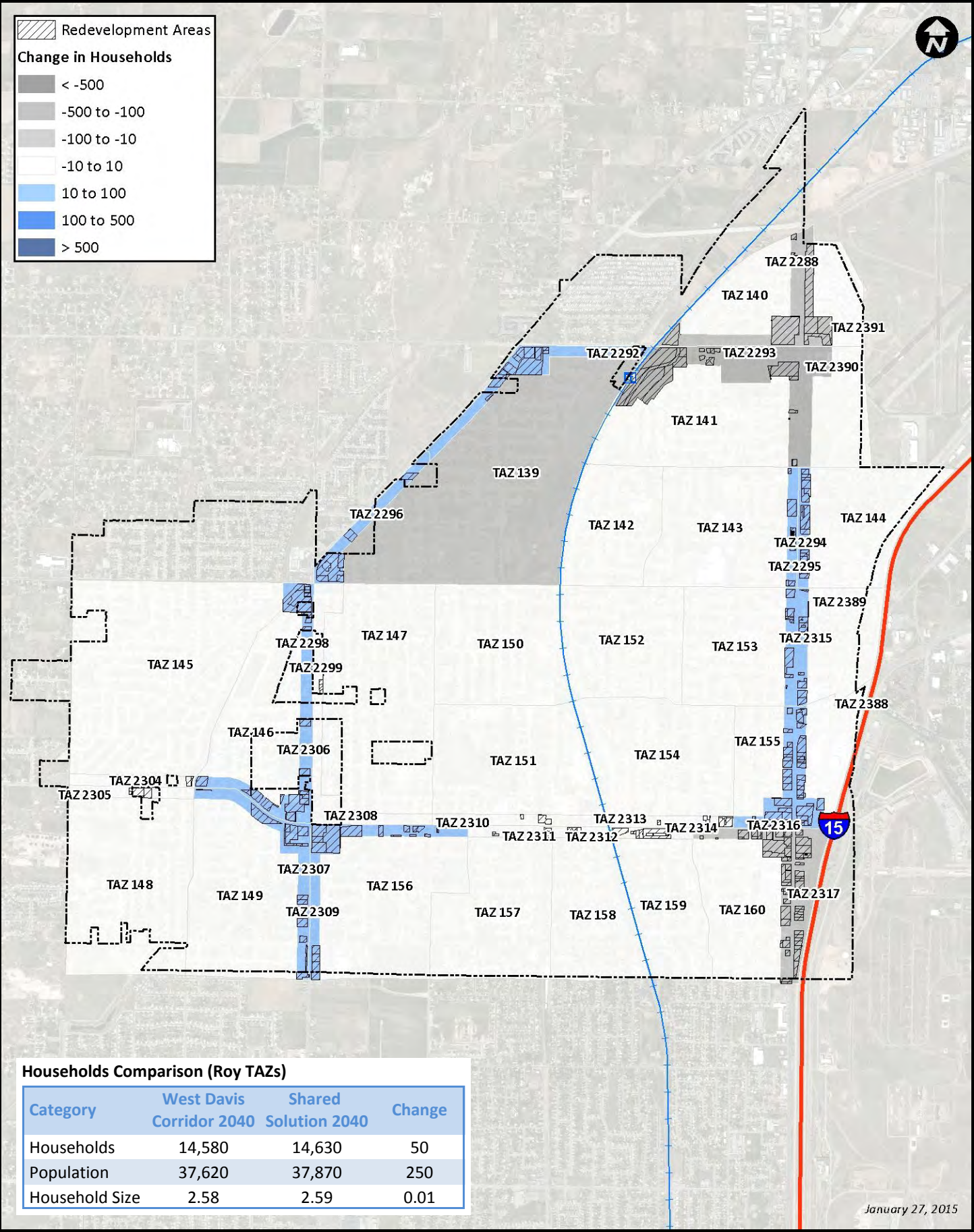
Roy Change in Households
(2009 to Shared Solution 2040)



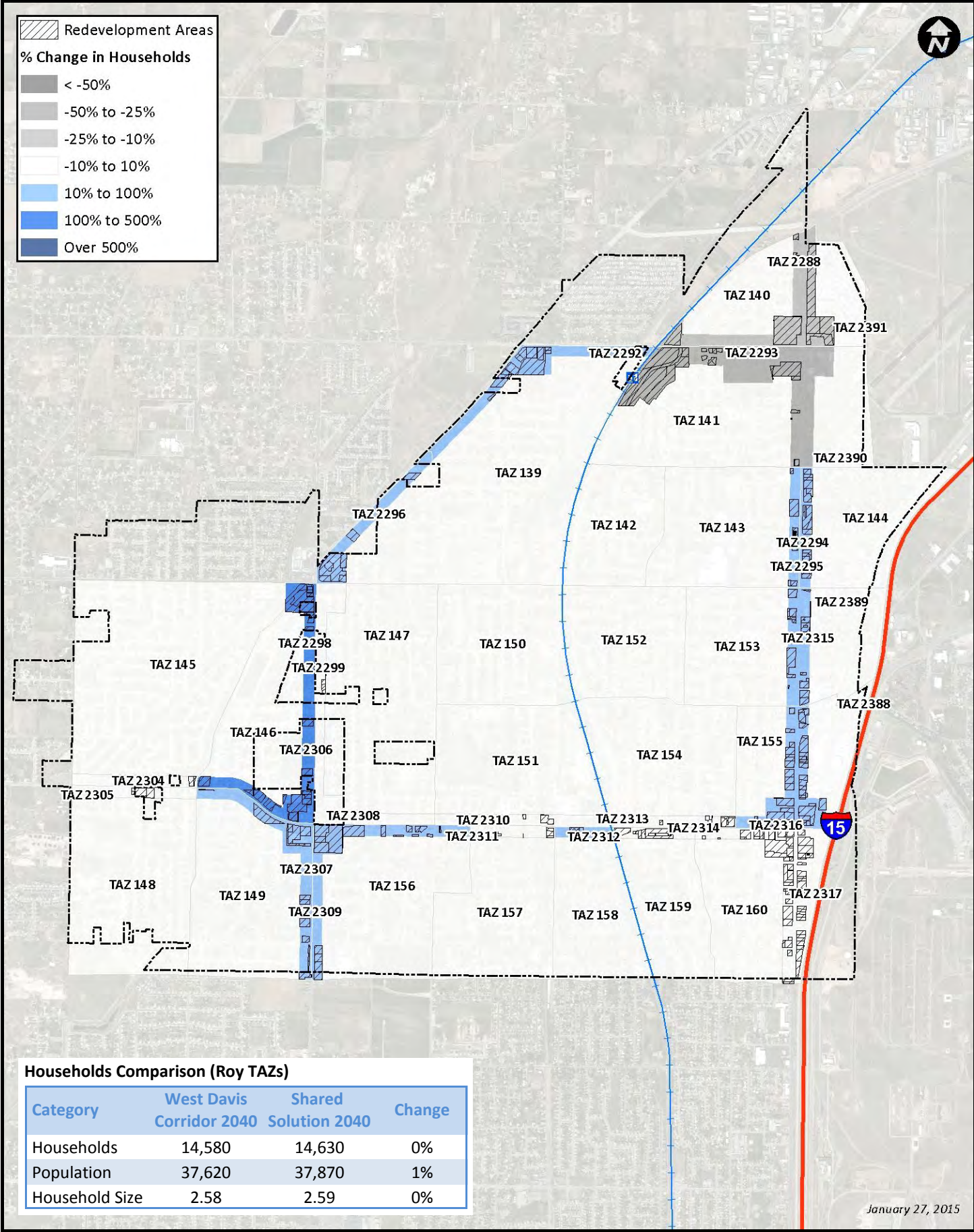
Attachment 10

Comparison Maps for Households in 2040 WDC and 2040 SSA (total change and %) in Roy

Roy Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



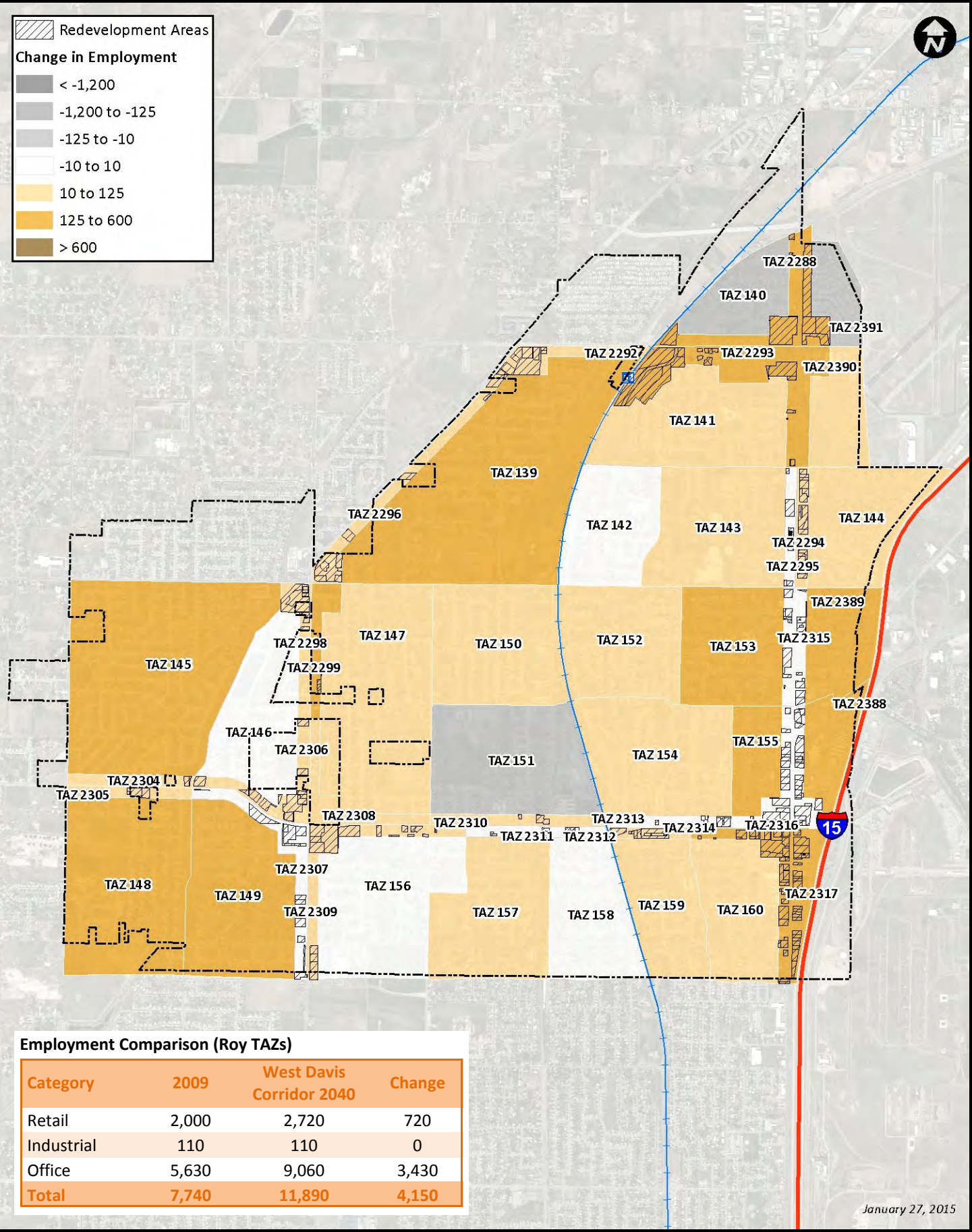
Roy % Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



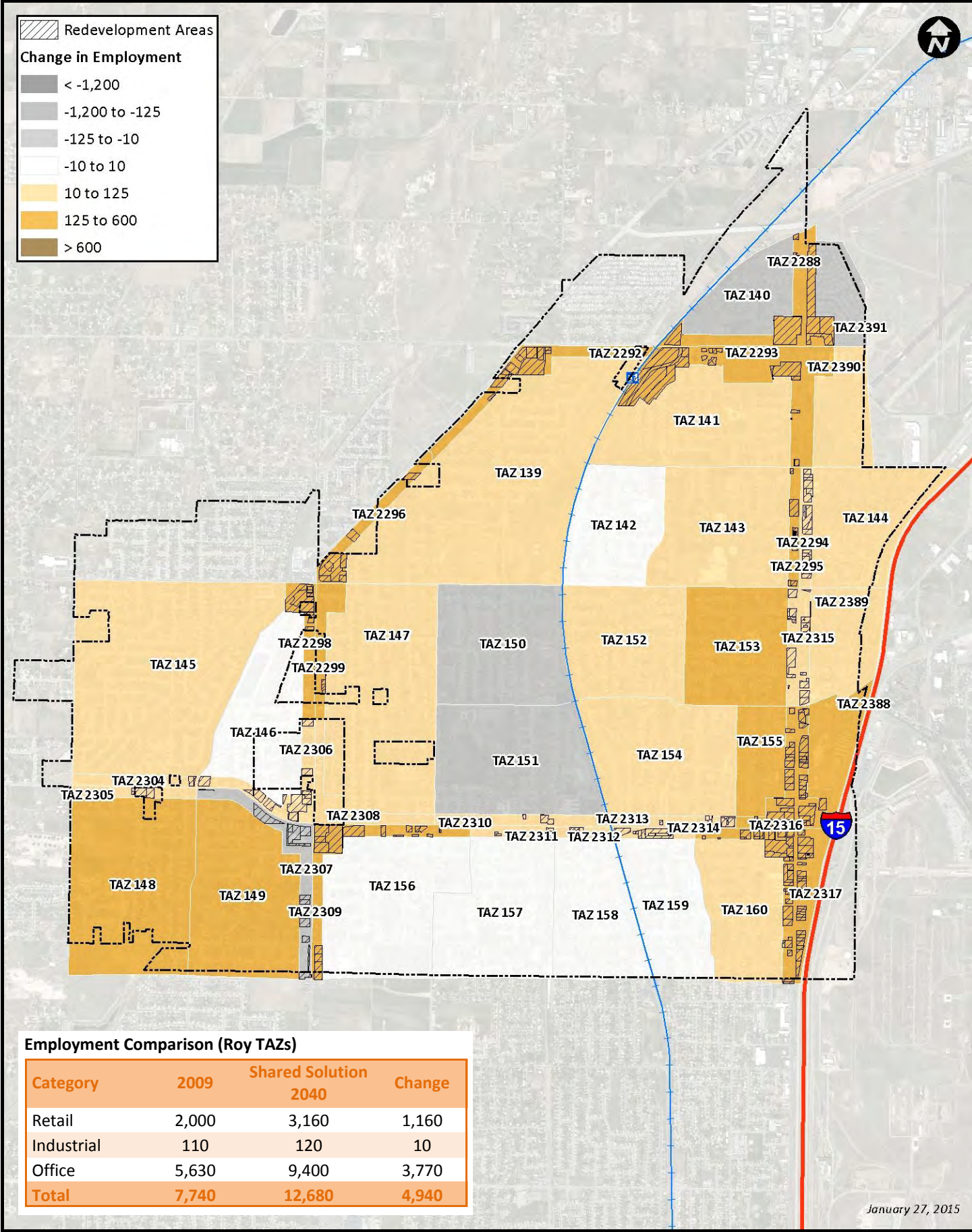
Attachment 11

Comparison Maps for Employment in 2009 with 2040 WDC and 2009 with 2040 SSA in Roy

Roy Change in Employment
(2009 to West Davis Corridor 2040)



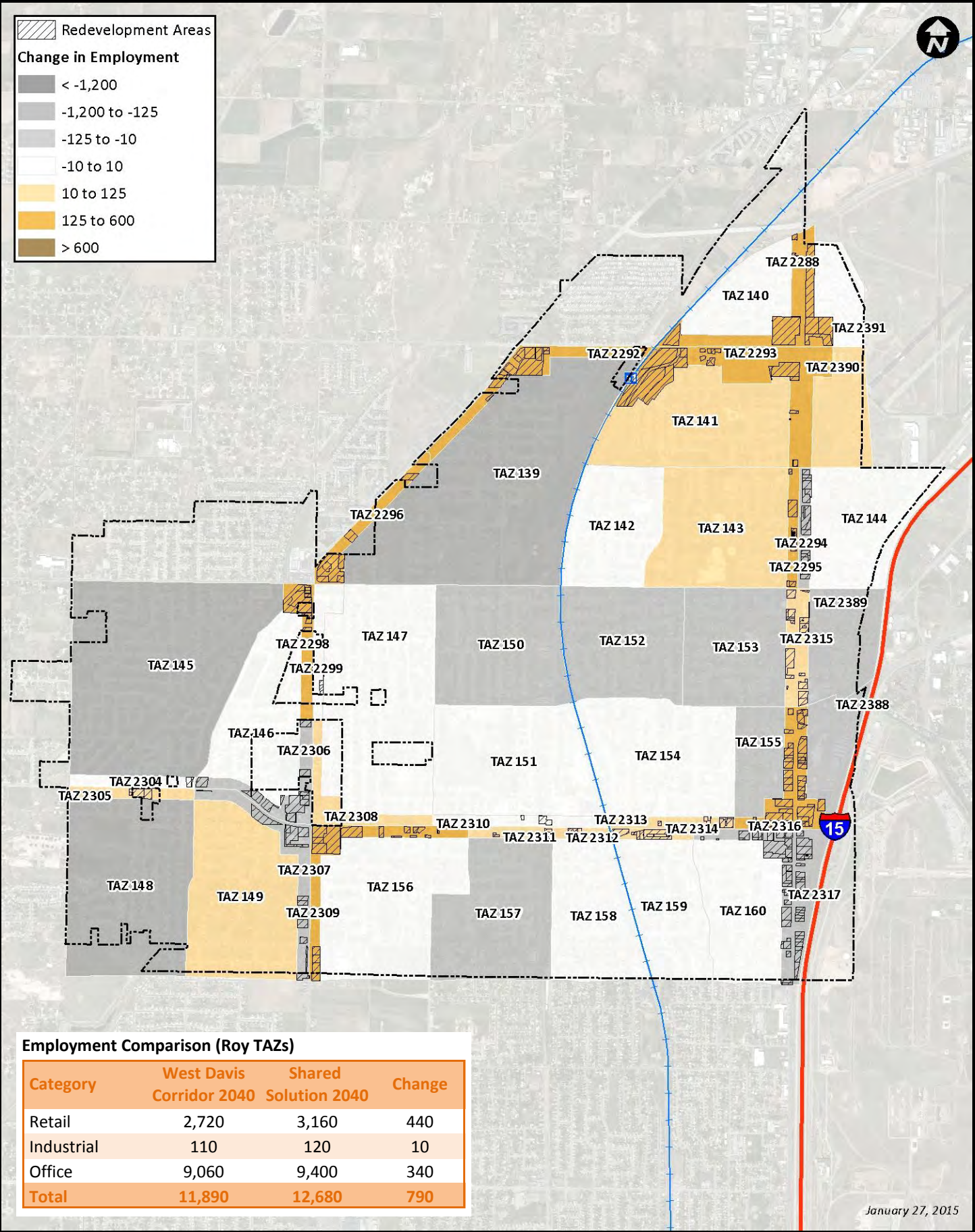
Roy Change in Employment
(2009 to Shared Solution 2040)



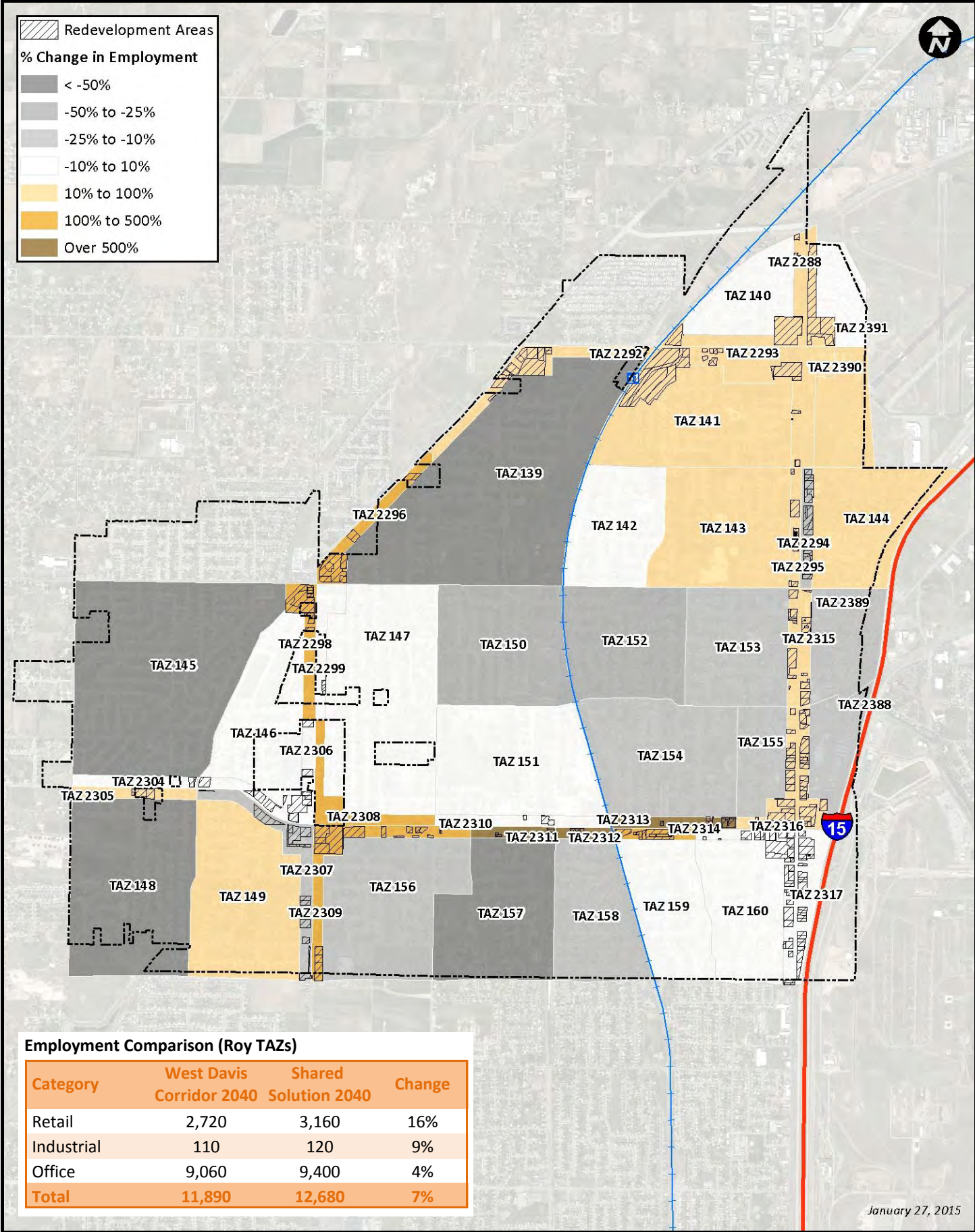
Attachment 12

Comparison Maps for Employment in 2040 WDC and 2040 SSA (total change and %) in Roy

Roy Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Roy % Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Attachment 13

Comparison Tables for Households and Employment for 2009, 2040 WDC, and 2040 SSA

Roy TAZ Household and Population Data

TAZ	Acres	Households					Population					Household Size					Households per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
139	408	650	880	866	-14	-2%	2,364	2,777	2,722	-55	-2%	3.64	3.16	3.14	-0.02	-1%	1.6	2.2	2.1
140	75	546	622	622	-	-	1,243	1,221	1,221	-	-	2.28	1.96	1.96	-	-	7.3	8.3	8.3
141	174	560	834	826	-8	-1%	1,687	2,188	2,161	-27	-1%	3.01	2.62	2.62	-	-	3.2	4.8	4.7
142	118	197	215	214	-1	-	599	567	565	-2	-	3.04	2.64	2.64	-	-	1.7	1.8	1.8
143	173	486	569	566	-3	-	1,356	1,373	1,365	-8	-1%	2.79	2.41	2.41	-	-	2.8	3.3	3.3
144	133	257	329	327	-2	-1%	674	746	740	-6	-1%	2.62	2.27	2.26	-0.01	-	1.9	2.5	2.5
145	360	877	975	969	-6	-1%	2,785	2,678	2,657	-21	-1%	3.18	2.75	2.74	-0.01	-	2.4	2.7	2.7
146	129	50	116	112	-4	-3%	176	354	339	-15	-4%	3.52	3.05	3.02	-0.03	-1%	0.4	0.9	0.9
147	271	417	579	569	-10	-2%	1,467	1,766	1,728	-38	-2%	3.52	3.05	3.04	-0.01	-	1.5	2.1	2.1
148	238	483	524	521	-3	-	1,728	1,618	1,608	-10	-1%	3.58	3.09	3.08	-0.01	-	2.0	2.2	2.2
149	190	358	387	385	-2	-	1,310	1,226	1,219	-7	-1%	3.66	3.17	3.16	-0.01	-	1.9	2.0	2.0
150	171	306	353	350	-3	-1%	1,050	1,051	1,040	-11	-1%	3.43	2.98	2.97	-0.01	-	1.8	2.1	2.1
151	186	347	418	414	-4	-1%	1,026	1,071	1,057	-14	-1%	2.96	2.56	2.55	-0.01	-	1.9	2.2	2.2
152	149	491	518	517	-1	-	1,441	1,313	1,310	-3	-	2.93	2.54	2.53	-0.01	-	3.3	3.5	3.5
153	134	490	595	592	-3	-1%	1,271	1,338	1,329	-9	-1%	2.59	2.25	2.25	-	-	3.7	4.5	4.4
154	182	530	596	594	-2	-	1,358	1,323	1,317	-6	-	2.56	2.22	2.22	-	-	2.9	3.3	3.3
155	56	145	144	144	-	-	313	268	268	-	-	2.16	1.86	1.86	-	-	2.6	2.6	2.6
156	193	377	412	410	-2	-1%	1,314	1,244	1,236	-8	-1%	3.49	3.02	3.02	-	-	2.0	2.1	2.1
157	166	435	495	491	-4	-1%	1,451	1,425	1,411	-14	-1%	3.34	2.88	2.87	-0.01	-	2.6	3.0	3.0
158	124	310	384	382	-2	-1%	946	1,012	1,004	-8	-1%	3.05	2.64	2.63	-0.01	-	2.5	3.1	3.1
159	112	272	310	309	-1	-	790	780	776	-4	-	2.90	2.52	2.51	-0.01	-	2.4	2.8	2.8
160	118	476	395	395	-	-	1,279	920	920	-	-	2.69	2.33	2.33	-	-	4.0	3.4	3.4
2288	57	708	708	623	-85	-12%	1,607	1,395	1,341	-54	-4%	2.27	1.97	2.15	0.18	9%	12.4	12.4	10.9
2292	37	81	81	146	65	80%	295	256	422	166	65%	3.64	3.16	2.89	-0.27	-8%	2.2	2.2	3.9
2293	95	30	457	269	-188	-41%	90	1,197	590	-607	-51%	3.00	2.62	2.19	-0.43	-16%	0.3	4.8	2.8
2294	16	68	68	120	52	76%	178	154	303	149	97%	2.62	2.26	2.53	0.27	12%	4.3	4.3	7.5
2295	14	47	47	68	21	45%	131	113	178	65	58%	2.79	2.40	2.61	0.21	9%	3.3	3.3	4.7
2296	25	12	54	82	28	51%	44	171	182	11	7%	3.67	3.17	2.24	-0.93	-29%	0.5	2.1	3.2
2298	23	36	36	98	62	173%	127	111	245	134	121%	3.53	3.08	2.49	-0.59	-19%	1.6	1.6	4.3
2299	23	79	79	81	2	3%	278	241	266	25	10%	3.52	3.05	3.27	0.22	7%	3.5	3.5	3.6
2304	15	42	42	45	3	7%	148	129	146	17	13%	3.52	3.07	3.27	0.20	6%	2.8	2.8	2.9
2305	15	61	61	64	3	4%	218	188	207	19	10%	3.57	3.08	3.25	0.17	6%	4.0	4.0	4.1
2306	31	35	36	84	48	132%	123	111	234	123	111%	3.51	3.08	2.80	-0.28	-9%	1.1	1.2	2.7
2307	40	60	82	105	23	29%	220	260	318	58	22%	3.67	3.17	3.02	-0.15	-5%	1.5	2.0	2.6
2308	29	65	65	65	-	-	229	198	214	16	8%	3.52	3.05	3.29	0.24	8%	2.3	2.3	2.3
2309	41	50	88	132	44	49%	175	266	364	98	37%	3.50	3.02	2.77	-0.25	-8%	1.2	2.2	3.2
2310	21	74	74	72	-2	-3%	219	189	199	10	5%	2.96	2.55	2.76	0.21	8%	3.5	3.5	3.4
2311	11	39	39	43	4	10%	130	112	132	20	18%	3.33	2.87	3.07	0.20	7%	3.6	3.6	3.9
2312	7	59	59	65	6	10%	180	156	185	29	19%	3.05	2.64	2.84	0.20	8%	8.5	8.5	9.4
2313	16	91	91	100	9	10%	233	202	243	41	20%	2.56	2.22	2.43	0.21	9%	5.6	5.6	6.1
2314	10	49	49	52	3	6%	143	123	142	19	15%	2.92	2.51	2.74	0.23	9%	4.8	4.8	5.1
2315	30	135	135	153	18	13%	351	304	381	77	25%	2.60	2.25	2.50	0.25	11%	4.5	4.5	5.1
2316	47	23	122	157	35	28%	49	227	366	139	61%	2.13	1.86	2.34	0.48	26%	0.5	2.6	3.3
2317	69	29	231	208	-23	-10%	78	536	508	-28	-5%	2.69	2.32	2.44	0.12	5%	0.4	3.4	3.0
2388	57	149	147	147	-	-	321	276	276	-	-	2.15	1.88	1.88	-	-	2.6	2.6	2.6
2389	83	304	370	368	-2	-1%	789	830	824	-6	-1%	2.60	2.24	2.24	-	-	3.7	4.5	4.4
2390	68	219	326	323	-3	-1%	660	857	847	-10	-1%	3.01	2.63	2.62	-0.01	-	3.2	4.8	4.7
2391	47	341	388	388	-	-	777	762	762	-	-	2.28	1.96	1.96	-	-	7.3	8.3	8.3
Total	4,787	11,946	14,585	14,633	48	0%	35,421	37,623	37,871	248	1%	2.97	2.58	2.59	0.01	0%	2.5	3.0	3.1

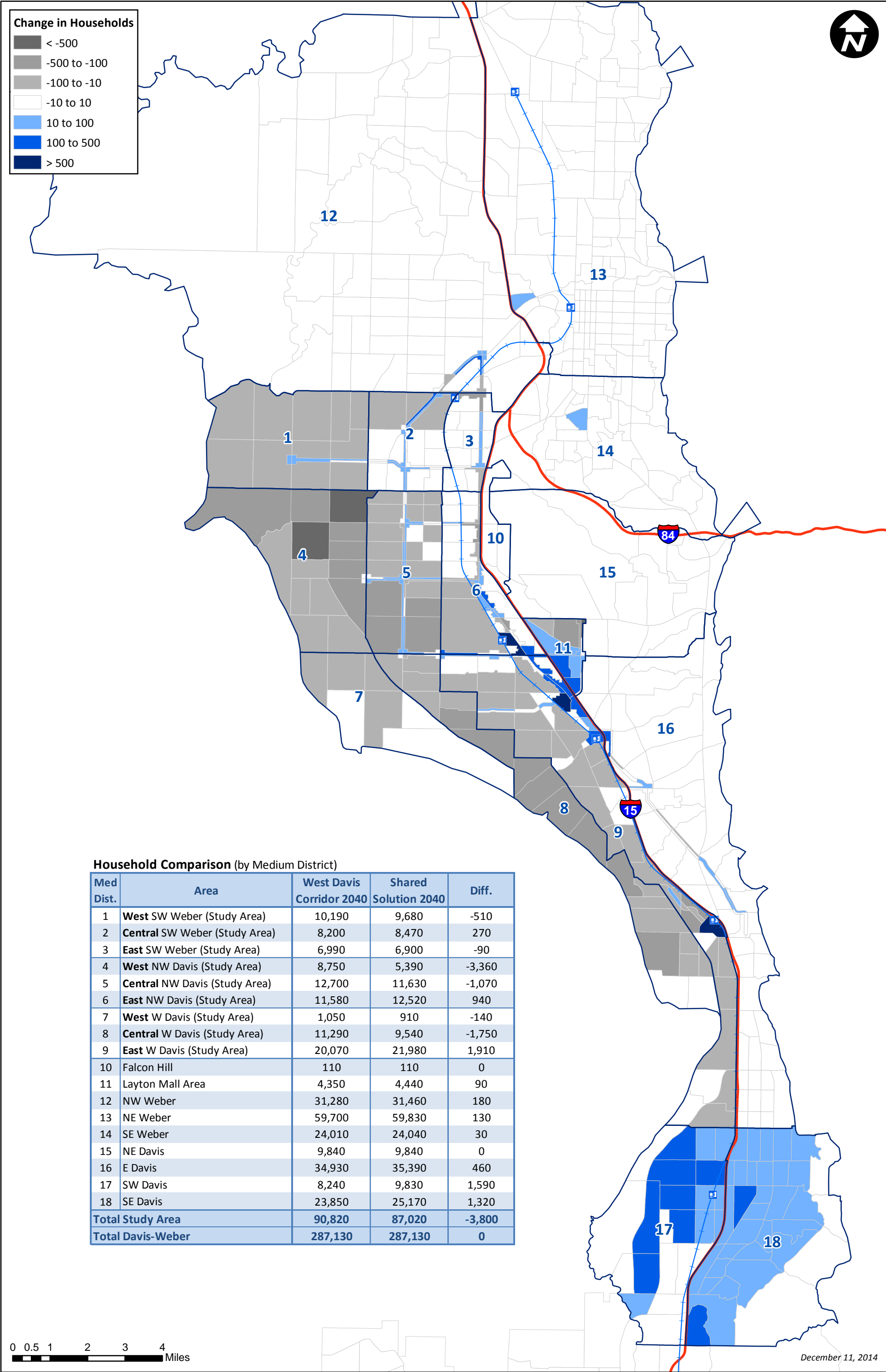
Roy TAZ Employment Data

TAZ	Acres	Total Employment					Retail Employment					Industrial Employment					Office Employment					Total Employees per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
139	408	24	238	83	-155	-65%	2	-	-	-	-	1	-	-	-	-	21	238	83	-155	-65%	0.1	0.6	0.2
140	75	468	416	416	-	-	30	24	24	-	-	-	-	-	-	-	438	392	392	-	-	6.3	5.6	5.6
141	174	29	70	100	30	43%	8	70	100	30	43%	1	-	-	-	-	20	-	-	-	-	0.2	0.4	0.6
142	118	111	119	113	-6	-5%	-	-	-	-	-	19	11	11	-	-	92	108	102	-6	-5%	0.9	1.0	1.0
143	173	120	139	160	21	15%	-	44	65	21	49%	-	-	-	-	-	120	95	95	-	-	0.7	0.8	0.9
144	133	11	25	29	4	16%	2	4	5	1	24%	9	19	23	4	19%	-	2	1	-1	-36%	0.1	0.2	0.2
145	360	59	260	118	-142	-55%	-	-	-	-	-	1	2	2	-	9%	58	258	115	-143	-55%	0.2	0.7	0.3
146	129	27	21	21	-	-	8	8	8	-	-	-	-	-	-	-	19	13	13	-	-	0.2	0.2	0.2
147	271	6	37	36	-1	-4%	-	-	-	-	-	6	29	33	4	14%	-	8	2	-6	-71%	-	0.1	0.1
148	238	52	520	187	-333	-64%	-	-	-	-	-	-	-	-	-	-	52	520	187	-333	-64%	0.2	2.2	0.8
149	190	238	612	703	91	15%	237	611	702	91	15%	1	1	1	-	-	-	-	-	-	-	1.3	3.2	3.7
150	171	47	64	37	-27	-42%	-	-	-	-	-	34	13	13	-	-	13	51	24	-27	-53%	0.3	0.4	0.2
151	186	575	529	529	-	-	36	26	26	-	-	-	-	-	-	-	539	503	503	-	-	3.1	2.8	2.8
152	149	2	58	38	-20	-34%	-	-	-	-	-	-	-	-	-	-	2	58	38	-20	-34%	-	0.4	0.3
153	134	76	340	270	-70	-20%	10	39	53	14	36%	-	-	-	-	-	66	301	217	-84	-28%	0.6	2.5	2.0
154	182	19	47	37	-10	-21%	-	-	-	-	-	-	-	-	-	-	19	47	37	-10	-21%	0.1	0.3	0.2
155	56	709	1,014	905	-109	-11%	-	-	-	-	-	-	-	-	-	-	709	1,014	905	-109	-11%	12.7	18.2	16.3
156	193	4	9	7	-2	-18%	3	5	5	-	10%	-	-	-	-	-	1	4	2	-2	-53%	-	-	-
157	166	7	30	12	-18	-59%	-	-	-	-	-	2	-	-	-	-	5	30	12	-18	-59%	-	0.2	0.1
158	124	7	16	13	-3	-20%	-	-	-	-	-	-	-	-	-	-	7	16	13	-3	-20%	0.1	0.1	0.1
159	112	108	120	115	-5	-4%	-	-	-	-	-	4	2	2	-	-	104	118	113	-5	-4%	1.0	1.1	1.0
160	118	76	141	131	-10	-7%	28	44	52	8	18%	-	-	-	-	-	48	97	80	-17	-18%	0.6	1.2	1.1
2288	57	133	319	510	191	60%	35	35	99	64	184%	-	-	-	-	-	98	284	410	126	44%	2.3	5.6	8.9
2292	37	133	166	326	160	96%	11	21	65	44	209%	4	2	4	2	100%	118	143	257	114	80%	3.6	4.4	8.7
2293	95	362	512	946	434	85%	97	39	171	132	338%	7	7	7	-	-	258	466	768	302	65%	3.8	5.4	9.9
2294	16	104	229	181	-48	-21%	19	37	39	2	6%	7	2	7	5	250%	78	190	135	-55	-29%	6.5	14.4	11.4
2295	14	209	209	343	134	64%	6	61	16	-45	-74%	-	-	-	-	-	203	148	326	178	121%	14.5	14.5	23.7
2296	25	81	101	305	204	202%	6	11	70	59	541%	2	6	2	-4	-67%	73	84	232	148	177%	3.2	4.0	12.1
2298	23	18	46	223	177	384%	5	11	63	52	475%	-	-	-	-	-	13	35	159	124	355%	0.8	2.0	9.8
2299	23	50	255	253	-2	-1%	-	-	1	1	-	3	2	3	1	50%	47	253	249	-4	-2%	2.2	11.3	11.2
2304	15	-	31	29	-2	-7%	-	8	2	-6	-78%	-	-	-	-	-	-	23	27	4	18%	-	2.0	1.9
2305	15	-	34	63	29	84%	-	-	6	6	-	-	-	-	-	-	-	34	57	23	67%	-	2.2	4.1
2306	31	225	306	285	-21	-7%	67	73	43	-30	-40%	-	-	-	-	-	158	233	241	8	4%	7.3	10.0	9.3
2307	40	255	255	208	-47	-18%	207	130	89	-41	-32%	-	-	-	-	-	48	125	119	-6	-5%	6.4	6.4	5.2
2308	29	-	29	100	71	245%	-	-	100	100	-	-	3	-	-3	-100%	-	26	-	-26	-100%	-	1.0	3.5
2309	41	41	80	222	142	178%	25	46	69	23	51%	-	-	-	-	-	16	34	153	119	350%	1.0	2.0	5.4
2310	21	-	60	57	-3	-5%	-	3	3	-	3%	-	-	-	-	-	-	57	54	-3	-6%	-	2.8	2.7
2311	11	-	2	31	29	1429%	-	-	2	2	-	-	-	-	-	-	-	2	28	26	1304%	-	0.2	2.8
2312	7	-	1	34	33	3285%	-	-	4	4	-	-	-	-	-	-	-	1	30	29	2889%	-	0.1	4.9
2313	16	-	4	38	34	847%	-	-	6	6	-	-	-	-	-	-	-	4	32	28	703%	-	0.2	2.3
2314	10	-	11	25	14	129%	-	-	11	11	-	-	-	-	-	-	-	11	14	3	27%	-	1.1	2.5
2315	30	502	502	582	80	16%	111	111	137	26	23%	9	8	9	1	13%	382	383	436	53	14%	16.9	16.9	19.5
2316	47	1,089	1,089	1,278	189	17%	764	793	711	-82	-10%	-	-	-	-	-	325	296	567	271	91%	23.0	23.0	27.0
2317	69	688	1,272	1,183	-89	-7%	256	395	321	-74	-19%	-	-	-	-	-	432	877	862	-15	-2%	10.0	18.5	17.2
2388	57	728	1,043	931	-112	-11%	-	-	-	-	-	-	-	-	-	-	728	1,043	931	-112	-11%	12.7	18.2	16.3
2389	83	47	211	169	-42	-20%	6	25	34	9	37%	-	-	-	-	-	41	186	134	-52	-28%	0.6	2.5	2.0
2390	68	11	28	40	12	44%	3	28	40	12	44%	-	-	-	-	-	8	-	-	-	-	0.2	0.4	0.6
2391	47	292	260	260	-	-	18	15	15	-	-	-	-	-	-	-	274	245	245	-	-	6.2	5.6	5.6
Total	4787	7,743	11,880	12,681	801	7%	2,000	2,717	3,161	444	16%	110	107	117	10	9%	5,633	9,056	9,403	347	4%	1.6	2.5	2.6

Attachment 14

Comparison Map for Households in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Households (West Davis Corridor vs. Shared Solution)



Attachment 15

Comparison Map for Employment in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Employment (West Davis Corridor vs. Shared Solution)

